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RAILROAD CAR LOCOMOTIVE PLANTS INCREASE OUTPUT

The Railroad-Car-Repair Plant imeni Vrytovich has used a continuous system for passenger car overhaul since the first of the year. The system operates in the following manner:

In the first position the car is dismantled; metal sheeting is taken off, wooden parts removed, heating system, water system, internal equipment, and roof removed. In the second position the body is detached from the frame and the frame is rolled out and raised in order to change the trucks. At the same time repair work is done on the body and frame. The frame is put back on the repaired trucks (the plant has spare trucks for 3 cars), rolled back under the body, the body lowered into place, and the heating boiler is reinstalled.

In the third position the body work is finished, inspected, and the boiler section equipped. In the fourth position the sheet metal work is done, heating system assembled, doors put on, furniture repaired, and the metal sheeting given a priming coat of paint. In the fifth position the interior is finished, windows, electric lighting system, and other equipment installed, and the automatic brakes are tested. The interior is cleaned and given a first coat of paint, and second and third coats are given to the exterior.

In the sixth position roofing work is done, electric light fixtures and air conditioning installed, the second and third coats of paint applied to the interior, and the outside polished. In the seventh position the final painting is done and stencil work applied.

A car being repaired remains in the first position one day, in the seventh, 5 days, and 2 days in each of the other. However, the period for repair by this system is set at 24 days.

- 1 -

**SECRET**

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**SECRET**

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**ELECTRIC RAIL-CAR OUTPUT INCREASES -- Sovetskaya Latvya, No 11, 14 Jan 49**

The Riga Railroad-Car Building Plant is engaged in the production of electrified rail cars and streetcars. Output of electrified rail cars in 1948 was 220 percent higher than in 1947. In 1949, the plant will begin production of the new MTV-82 streetcars.

Improved production techniques and new equipment has enabled the plant to decrease the time required to build electrified rail cars by 60 percent. Nine 5 to 10-ton bridge cranes, 32 hoists, and four bracket cranes have been installed in the past six months.

**Sovetskaya Latvya, No 82, 8 Apr 49**

The Riga Railroad Car Plant has shortened the time needed to construct a heater by 45 days, thus speeding up production of electrified trains and trolley cars.

**Pravda Ukrainy, No 11, 29 Apr 49**

Twenty-one cars will be built by the Riga Railroad Car Plant this year for the Kiev Streetcar and Trolley Bus Administration. Two of the new streetcars, produced ahead of schedule, arrived in Kiev recently from Riga. They are spacious streamlined cars with soft, comfortable seats, carrying 100 passengers. The length of the car is 13.6 meters.

**LOCOMOTIVE AND TENDER DESIGNED -- Pravda, No 35, 4 Feb 49**

An original locomotive design has been created by the workers at the Voroshilovgrad Plant imeni Oktyabr'skaya Revolyutsiya under the direction of designers Turik and Anikayev. The locomotive has five coupled axles and a heavier axle load than the P-34-001. It has a counter balanced steam engine which reduces the dynamic strain of the locomotive on the tracks, and thereby permits its use on the majority of existing lines.

A six-axle tender has been designed and constructed at the Bryansk Locomotive Building Plant. The tender is a chassis-less design, the tender's tank serving as its chassis. In this manner, use of metal is minimized and tank capacity is increased.

**LOCOMOTIVE PLANT FULFILLS 1948 PLAN -- Pravda Vostoka, No 16, 25 Jan 49**

Bryansk Locomotive Plant completed the 1948 production plan ahead of schedule. Several series "L" locomotives above the plan were put out. The plant saved 6.5 million rubles during the year.

**LENINGRAD PLANT DESIGNS ALL-METAL MAIL CAR -- Gudok, No 49, 24 Apr 49**

The Plant imeni Yegorov in Leningrad is designing the first all-metal railroad mail car. The ventilation system in the car will be of a new design. The baggage and sorting compartments will be expanded. Loading and unloading of mail at larger railroad stations is to be mechanized. A crane will be installed in the baggage compartment. The new all-metal car is to be put into operation in the summer of 1949.

**SECRET**

**SECRET**

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PLANT BUILDS NEW LIGHT-DUTY LOCOMOTIVE -- Leninskoye Znanya, No 80, 24 Apr 49

The Omega Machine Building Plant has brought out the first model of the IK light-duty, narrow-gauge, small internal-combustion locomotive. The IK, designed by Il'in and Koptelov, is half as heavy as the previous model. The plant will begin mass production of the IK after the completion of plant tests.

METALLURGICAL PLANT PRODUCES LOCOMOTIVE TIRES -- Pravda Ukrainy, No 41, 19 Feb 49

Workers of the Taganrog Metallurgical Plant imeni Andreyev are successfully filling orders for Ukraine machine builders. The first consignment of tires has been shipped to Kharkov Locomotive Plant and to locomotive builders in Voroshilograd.

MGA MACHINE SHOP TO BEGIN OPERATIONS -- Leningradskaya Pravda, No 101, 30 Apr 49

The first section of the machine shop in Mga, Leningrad Oblast, has been restored. Two shops are about to begin production of railroad spikes, bolts, fish plates, and other railroad equipment. About 1 May construction of another section will begin.

KOLOMNA LOCOMOTIVE-PLANT COMPLETES 4-MONTH PLAN -- Moskovskiy Bol'shevik, No 100, 29 Apr 49

The Kolomna Locomotive Plant imeni V. V. Kuybyshev fulfilled the 4-month gross-production plan on 26 April. By this date, the output of the plant had increased 27 percent over the first 4 months of last year.

Pravda, No 89, 30 Mar 49

The Kolomna Locomotive Plant imeni Kuybyshev, recently deposited 1.5 million rubles of released working capital in the State Bank. The plant banked 3 million rubles of freed capital in early March and has pledged to release 15 million rubles of working capital in 1949.

RAILROAD-TIE PRODUCTION LAGS -- Tikhookeanskaya Zvezda, No 65, 19 Mar 49

The Oborskiy Timber Management is the chief source of railroad ties in Khabarovsk Krai. The management is scheduled to produce 200,000 more ties in 1949 than last year, but completed only 66 percent of the seasonal plan and 50 percent of the first-quarter plan.

None of the six logging camps are meeting the schedule, for which the directors of the camps are chiefly at fault. These directors must effect a more efficient organization of labor and materials and provide 24-hour operation of tie-cutting machine tools in order to fulfill the seasonal and quarterly plans.

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- 3 -

**SECRET**